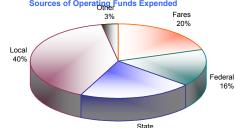
Metropolitan Evansville Transit System (METS)

ID Number: 5043

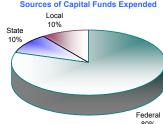
Chief Executive Officer: John Connell,
Director
(812)435-6166

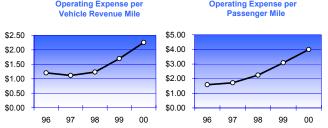
601 John Street Evansville, IN 47713 System Wide Information General Information Financial Information Characteristics

| Evansville, IN 47713 | System Wid | e Information | | | | Modal Information | (812)435 |
|-------------------------------------|-------------------|-------------------------------------|-------------|----------------------|---|-----------------------|----------------------|
| General Information | | Financial Information | | | Characteristics | | Demand |
| | | | | | | Bus | Response |
| Irbanized Area (UZA) Statistics — 1 | 1990 Census | Fare Revenues Earned | | | Operating Expense | \$3,681,533 | \$478,711 |
| vansville, INKY | | Directly Operated | | \$849,853 | Capital Funding | \$73,294 | \$0 |
| Square Miles | 75 | Purchased Transportation | | 0 | Annual Passenger Miles | 4,030,488 | 119,872 |
| Population | 183,087 | Total Fare Revenues Earned | | \$849,853 | Annual Vehicle Revenue Miles | 1,190,946 | 212,364 |
| Population Ranking out of 405 UZAs | 137 | | | | Annual Unlinked Trips | 1,343,798 | 43,590 |
| 3 | | Sources of Operating Funds Expended | | | Average Weekday Unlinked Trips | 4,362 | 141 |
| | | Passenger Fares | | \$849,853 | Annual Vehicle Revenue Hours | 85,288 | 19,344 |
| | | Local Funds | | 1,661,149 | Fixed Guideway Directional Route Miles | 0.0 | N/A |
| rvice Area Statistics | | State Funds | | 855,951 | Vehicles Available for Maximum Service | 26 | 14 |
| Square Miles | 41 | Federal Assistance ¹ | | 686,185 | Average Fleet Age in Years | 6.8 | 4.6 |
| Population | 126.597 | Other Funds | | 107,106 | Vehicles Operated in Maximum Service | 26 | 14 |
| ropulation | 120,597 | Total Operating Funds Expended | | \$4.160.244 | Peak to Base Ratio | | N/A |
| | | Total Operating Funds Expended | | \$4,160,244 | | 1.0 | |
| | | | | | Percent Spares | 0% | 0% |
| ervice Consumption | | | | | Incidents | 10 | 9 |
| Annual Passenger Miles | 4,150,360 | Summary of Operating Expenses | | | Patron Fatalities | 0 | 0 |
| Annual Unlinked Trips | 1,387,388 | Salaries, Wages and Benefits | | \$3,320,846 | | | |
| Average Weekday Unlinked Trips | 4,503 | Materials and Supplies | | 660,789 | Performance Measures | | |
| verage Saturday Unlinked Trips | 4,503 | Purchased Transportation | | 0 | | | |
| verage Sunday Unlinked Trips | 0 | Other Operating Expenses | | 178,609 | Service Efficiency | | |
| | | Total Operating Expenses | | \$4,160,244 | Operating Expense per Vehicle Revenue Mile | \$3.09 | \$2.25 |
| | | | | | Operating Expense per Vehicle Revenue Hour | \$43.17 | \$24.75 |
| rvice Supplied | | Reconciling Cash Expenditures | | \$0 | | | |
| Annual Vehicle Revenue Miles | 1,403,310 | | | | Cost Effectiveness | | |
| Annual Vehicle Revenue Hours | 104,632 | Sources of Capital Funds Expended | | | Operating Expense per Passenger Mile | \$0.91 | \$3.99 |
| ehicles Available for Maximum Serv | · · | Local Funds | | \$7,323 | Operating Expense per Unlinked Passenger Trip | \$2.74 | \$10.98 |
| ehicles Operated in Maximum Servi | | State Funds | | 7,323 | | | ****** |
| Base Period Requirement | 22 | Federal Assistance ² | | 58,648 | Service Effectiveness | | |
| saco i ciida i toqui ciiidii | | Total Capital Funds Expended | | \$73,294 | Unlinked Passenger Trips per Vehicle Revenue N | lile 1.13 | 0.21 |
| | | Total Capital Fullus Expellueu | | \$10,20 4 | Unlinked Passenger Trips per Vehicle Revenue F | | 2.25 |
| hicles Operated in Maximu | m Service | Uses of Capital Funds | | | Offilliked Fasseriger Trips per Verlicle Neverlue I | 15.70 | 2.23 |
| | | · | | | Bus | | |
| Directly | Purchased | Rolling | Facilities | | Operating Expense per | Operating Expense per | Passenger Trips per |
| Operated | Transportation | Stock | and Other | Total | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| Bus 26 | 0 | Bus \$0 | \$73,294 | \$73,294 | | | |
| emand Response 14 | | Demand Response 0 | 0 | 0 | \$3.50 | 1. | 50 |
| Total 40 | 0 | Total \$0 | \$73,294 | \$73,294 | \$3.00 | | |
| | | | | | \$2.50 | 1. | 00 |
| | | | | | \$2.00 \$0.6 | | |
| | | | | | \$1.50 \$0.4 | 0 | 50 |
| | | | | | \$1.00 | | 50 |
| | | | | | \$0.50 | J - | |
| | | | | | \$0.00 | 0. | 00 + + + + + |
| | | | | | 96 97 98 99 00 | 96 97 98 99 00 | 96 97 98 99 |
| | | | | | Demand Response | 22 0. 00 00 00 | 23 0. 00 00 |
| Sources of Operating Funds | s Expended | Sources of Capital Fun | ds Expended | | Operating Expense per | Operating Expense per | Passenger Trips per |
| Sources of Operating Funds Expended | | Local | | | Vehicle Revenue Mile | Passenger Mile | Vehicle Revenue Mile |
| 3% | i dico | Loodi | | | | | |











² Includes Federal capital funds used to pay for operating expenses.

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